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KASHGARI FISHERMEN AT WORK IN A CANAL

498

ON TOUR IN THE PLAINS; OUR CARTS STARTING OUT FROM A CHINESE REST-HOUSE

[Face p. 246]

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392 Five tractor repair works were under construction in 1955.
493 Each plant will have sixteen or fifteen mechanized worships. When completed, they will be able to repair as many as 475 tractors and combine harvesters each year in addition to making other farm tools and spare parts.

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327 There are scattered reports on other industrial developments
398 in Sinkiang, such as: (1) the August First Iron and Steel Plant,
397 (2) the October Motor Car Repair and Assembly Shop, (3) the
256 Urumchi Automatic Electric Plant, (4) the modernized August
288 First Flour Mill, (5) the Khotan Silk Factory, (6) Houcheng
399 Airplane Manufacturing Factory, and (7) more than a dozen
237 animal products processing plants, which process skins, furs
439 and intestines for the purpose of exporting them to the Soviet Union. But detailed information on these projects is not available.

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121 5. Handicrafts.
178 The foregoing analysis concerns itself with the development
463 of modern industries in the Northwest under the Communist regime. But handicrafts still play a very important role in this area as they do in other parts of the country. According to a

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463 1951 report, the main handicrafts in the Northwest were as follows:

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(284) (1) Cotton cloth. A side line of the peasant, it was produced practically everywhere in the area. However, the more important producing districts are: 1. Sian, Paochi, in Shensi, 2. Tienshui, Ho-hsi and Min-chin in Kansu, and 3. Turfan, toqsun and Aqsu in Sinkiang. In terms of quantities, the total annual output

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(433) in Shensi is approximately 3,779,670 pieces; in Kansu, 3,505,760 pieces; in Sinkiang, 4,400,000 pieces.

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(323) (2) Pottery. The annual output of pottery in the Northwest amounts to over 4,000,000 pieces. Of that amount Shensi produces
(433) more than 3,000,000 pieces, Kansu, 500,000, Ninghsia, 200,000, and Sinkiang, 50,000. The more famous pottery-producing districts are: 1. Huang-pao-chen and Chen-lu-chen in Tung-chuan, Shensi, which have been famous since the Sung Dynasty, 2. Yaokai in Yung-teng, Kansu, 3. Ah-kan-chen, Lanchou, Kansu, and An-kou-yao, Hua-ting, Kansu. The production consists mainly of pots, bowls, tea-pots, plates and tea-cups.

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463 (3) Paper. While paper is manufactured in many places in this
289 area, the more important paper-producing districts are: 1. Nancheng (Han-chung), Shensi, 2. Khotan, Sinkiang, 3. K'ang-cheng and Tien-shui, Kansu, and 4. Ying-chuan, Ninghsia. The main varieties are as follows:

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(433) (a) The "rough-edge" paper. Usually used as a writing paper, it is produced and consumed mainly in Shensi. The annual output is about 192,490 bundles.

(b) The "Flax paper." It may be made of white or black flax,

3:Cable & French M-5 (1926) 1927 AF13 Northwest China
Sinkiang AI 1

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THE INN OF LOST ILLUSIONS.

"This is a small place, and the inns are poor. I suppose your hotels are all better than this."

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[FACING P. 196]

3:Cable & French M-5 (1926) 1927 AF13 Northwest China
Sinkiang AI 1

fatigue, and were wont to vent their irritation on the mules. We had an interesting lesson in animal psychology when one of the drivers went a little too far in beating a mule, whose feelings he injured more than its body. It quietly went on strike, and though it walked with the team, yet kept the traces so slack as to bring no ' pull ' upon the cart. The Chinese understood the situation at once. ' It's temper is up ! ' they said, ' and we must take it out of the traces and walk it for a bit.' This they did, but the animal did not recover itself until it had been ridden for a few hours, received an extra feed, and been petted. After this acknowledgment of unjust treatment, it recovered its ' face,' and went to work again ! Little Molly always held herself aloof from the common herd, only associating with her own shaft-mule. Her spirit was splendid, and she pulled with an energy that was foreign to the baser sort. Both men and beasts were needing the long rest which lay before them at Urumchi.

We had been without the guiding telegraph wire ever since we parted from it at Tsikioking, but at Kucheng we met with it once more, and we were glad of its indication over the rolling steppes which we now so frequently crossed. A new feature of the road was the little Ili Valley cart, of a build unfamiliar to us. The fact that it had four wheels gave it a Western look, for all Chinese carts, large or small, are built on two wheels, and this new structure was unknown to most of our party, who were as delighted as children to see this departure from the agelong, traditional vehicle.

Leaving Santai, an hour's drive brought us to the site of the original town of that name, now a mass of crumbling ruins, one more reminder of the havoc and desolation wrought by the Moslem rebellion in 1862–1877. Ruined villages, hamlets and farmsteads, mark

3:Cable & French M-5 (1926) 1927 AF13 Northwest China
Sinkiang AI 1

had to be considered for undertaking that portion of our long journey which still stretched in front. From Suchow to Urumchi we had already traversed one thousand five hundred miles, but seven hundred more miles still lay between us and Chuguchak, which is the last city in China, before crossing the Russian border. It was therefore necessary for us to buy as many Russian roubles as we should require, and in this we received assistance from the Chinese postmaster. The remainder of the road-journey now could best be taken in a Russian *tarantass*—a long, fourwheeled, springless cart, harnessed in Siberian style, with three horses abreast, and a gaily painted wooden hoop fastened to the shafts and standing high over the middle horse's head, to which several bells are attached. This mode of travel is far quicker than by Chinese cart, so we decided to sell all our mules (except, of course, Molly) together with both the carts, and proceed by the said hired tarantass. And now it was our turn to comb our mules' manes, plait our mules' tails and send them bravely forth to the horse fair wearing handsome, borrowed saddles, but with the proud knowledge that *we* had no sore backs to hide, and no underfed beasts to palm off on the unsuspecting purchasers! In due course all our animals were sold, while preparations were completed for our further travelling on to Chuguchak.

CHAPTER XLII

THROUGH FLY-LAND IN A TARANTASS

OUR departure was fixed for Thursday, August 26th, but the obstinate Turki driver, whose cart we had hired, was determined to force us to travel with a cavalcade